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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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REPORT

SUBJECT

Plants in Diósgyőr

Industrial

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report containing information on industrial plants in Diósgyőr (N 48-06, E 20-41), some production figures and accounts of exports to the USSR. A location sketch is attached.

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HUNGARYEconomic/MilitaryDetails of Industrial Plants at DIOSGYOR

1. The attached plan shows the layout of certain industrial plants at DIOSGYOR. Following are the principal installations:

- 1) Foundry section. Here there are believed to be 16 furnaces, 12 of which are gas-operated, and have one chimney-stack for every two furnaces. The remaining four are believed to be electric and have one chimney stack each. These are much larger furnaces than those running on gas, but only three are so far completed.
- 2) Gas-works.
- 3) Workshop for manufacturing railway tracks.
- 4) Yard for scrap-iron brought into DIOSGYOR by rail.
- 5) Steel ingot store.
- 6) Electro-furnaces.
- 7) Research section and offices for the inspection of products.
- 8) Forging-shop producing railway wheels and axles.
- 9) Rolling-mill for steel.
- 10) Workshop producing railway fish-plates.
- 11) Workshop producing wire.
- 12) De-burring section.
- 13) Production of narrow-gauge rails.
- 14) Workshop producing bolts for fish-plates and also rivets.
- 15) Administrative offices.
- 16) Brickyards producing heat-resisting brick for the furnaces. There are 300-400 men here, and much of the plant is mechanised.
- 17) Production of wheels for locomotives and carriages, many of them for export to the U.S.S.R., Czechoslovakia and Yugoslavia.
- 18) Production of girders, bridging sections and framework for power pylons.

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- 19) Maintenance section for all machinery in the factory.
  - 20) Forging shop.
  - 21) Production of springs.
  - 22) Assembly of machine tools.
  - 23) Production of machine tools.
  - 24) Offices.
  - 25) Production of files and drill-bits.
  - 26) ASIA works, producing explosives, including the propellant charge for the cartridges produced in the MEXICO works.
  - 27) MEXICO works, manufacturing cartridge cases for machine-guns and submachine-guns. Calibres of 15 mm. and 35 mm. are believed to be made here.
  - 28) AFRICA works, engaged on the filling and assembling of these cartridges.
2. Excluding the ASIA, MEXICO and AFRICA works, the industrial complex at DIOSGYOR may be divided roughly into two parts, i.e.
- a) The old factory (OGYAR), also known as LENIN KOHLEZATI UZLEK.
  - b) The new factory (UJGYAR), also known as -  
DIOSGYOR GEPGYAR (DIOSGYOR machine factory)  
DILLVAG (DIOSGYOR: HUNGARIAN STATE IRON AND STEEL MACHINE FACTORY, DIOSGYOR)
3. Russian advisers were employed at this factory until about 1953. Since 1953 there has been little expansion, and it is doubtful if any would now be possible: mountains on one side and workers' flats on the other place a limit on further building projects. As it is, part of the mountain behind the factory has been cut away to enable workshops to be built.
4. A single-track railway links the plant with MISKOLC. This track is to be doubled at some future date. The railway lines go into the factory itself and link up a large number of workshops.
5. It is believed that 18-20,000 workers are employed here. Three shifts are worked in all sections.

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6. The only production figures known are the following:
- a) "B.S.A." railway waggon wheels for export to Russia: 3 waggon loads per week, each waggon containing 14 pairs of wheels (= 42 pairs per week).
  - b) "F" wheels for Hungarian railway trucks: An order was received from BUDAPEST for 1,200 pairs of these wheels to be delivered within a year (1952). At the same time 600 pairs were ordered for replacement purposes in various parts of the country. The order was completed on time.
  - c) "FA" wheels for Hungarian passenger carriages: A similar order was received for the delivery within one year (1952) of 300 pairs of these wheels as well as 200 for replacements. This order was also completed on time.
  - d) Tracks: During 1950-1953 three truck-loads of tracks (each truck carrying 35 tons) were despatched from the factory three or four times a week (= 315 or 420 tons per week). The supply of these rails fell off sharply after late autumn 1952. Very few are now produced at DIOSGYOR.

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Appendix 'A'

